

for gross train weights
of up to 15 tons



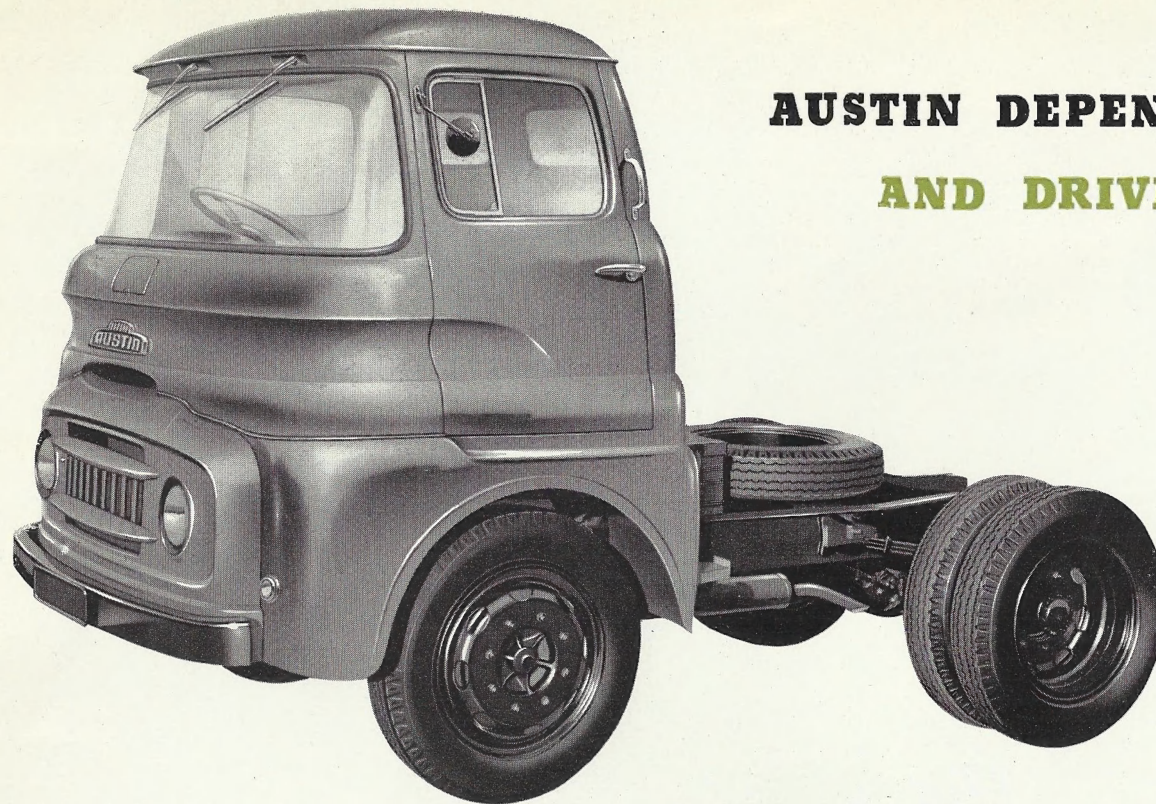
L. F. DOVE (R.V.) LTD.
AUSTIN HOUSE
98 LOWER ADDISCOMBE ROAD
CROYDON, SURREY. ADD. 3131

AUSTIN

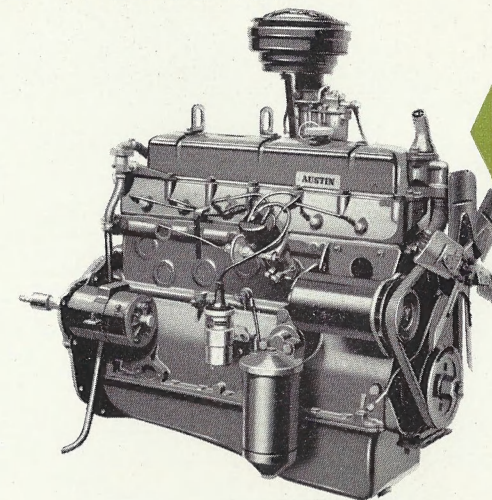
SERIES THREE NORMAL CONTROL

AND SERIES FOUR FORWARD CONTROL

PRIME MOVERS



AUSTIN DEPENDABILITY AND DRIVER COMFORT



This 4-litre, six-cylinder O.H.V. engine develops 90 b.h.p. at 3,000 r.p.m. A smooth running unit, it has an extremely lively performance.

Full diesel economy is available with this 5.1-litre, six-cylinder O.H.V. engine. Extremely powerful at low speeds, it develops up to 105 b.h.p. at 2,600 r.p.m.

THE AUSTIN FORWARD CONTROL PRIME MOVER

This tough, adaptable forward-control unit is built for dependable and universal service. Specially designed for use with any approved make of coupling gear it has a rigid steel chassis frame with robust but flexible suspension that ensures complete stability on the road when coupled under load.

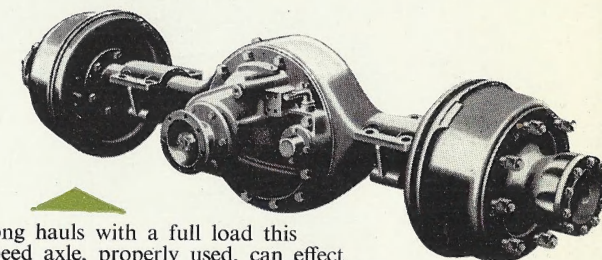
On normal road surfaces, when equipped with standard rear axle, a gross train weight of 12 tons is permissible, which can be increased to 15 tons if a two-speed axle is fitted. The fully dust- and draught-proof cab is comfortable and roomy. Good visibility is ensured through a toughened glass wrap-around windscreen which is fitted with twin-blade self-parking electric wipers.

Being very short in overall length the Austin Forward Control Prime Mover can be used with exceptionally long semi-trailers, its turning circle being only 31 feet!

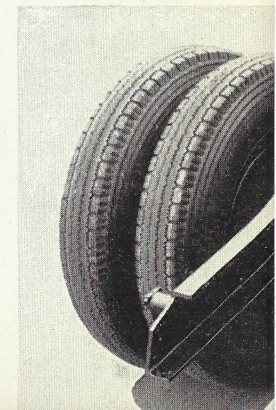
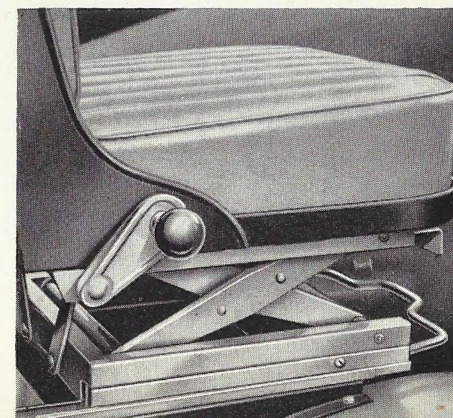
Both normal and forward control models are available with a six-cylinder petrol or diesel engine, and a single or two-speed rear axle. Careful combination of these items can help considerably to reduce running and maintenance costs.

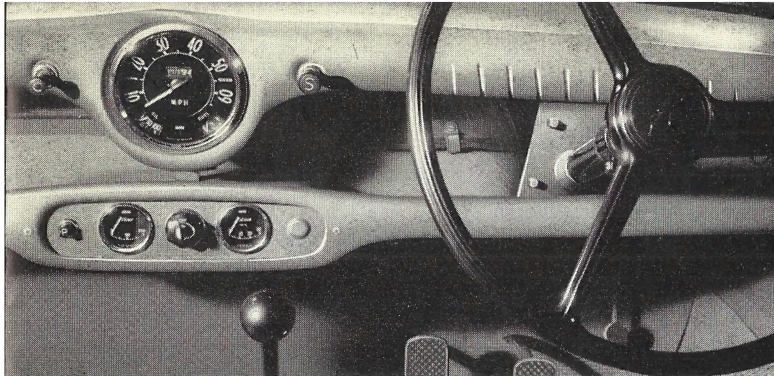
ALTERNATIVE EQUIPMENT

The driving seat on each version is adjustable for leg-room, while on the forward control model the seat can also be raised or lowered. Long distance drivers, in particular, will appreciate this.

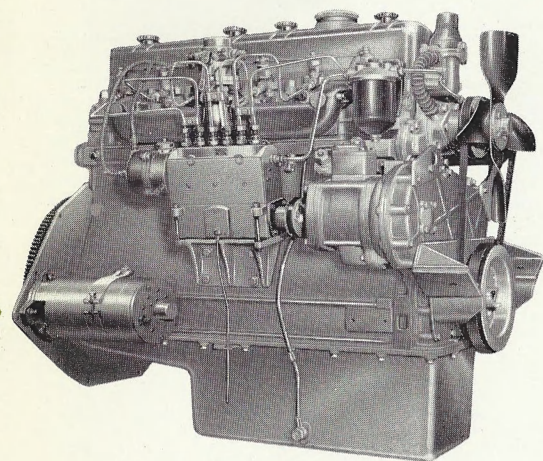


For long hauls with a full load this two-speed axle, properly used, can effect a considerable economy in fuel consumption.



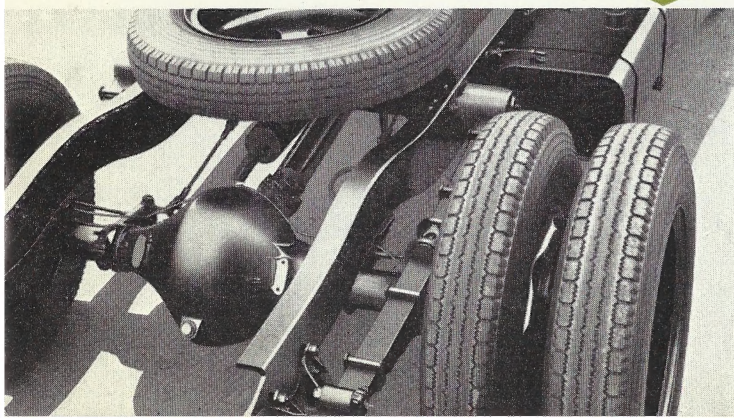


Clearly readable instruments, and conveniently placed hand and foot controls, cause the minimum amount of distraction to the driver. A parcel shelf runs the full width of the normal control cab, incorporating a panel for ignition and light switches.



SUITABLE FOR ANY COUPLING GEAR

On both normal and forward control prime movers, the rear end of the chassis frame is left open. A rear cross member can thus be incorporated to suit the fitting of any approved type of coupling gear.



THE AUSTIN NORMAL CONTROL PRIME MOVER

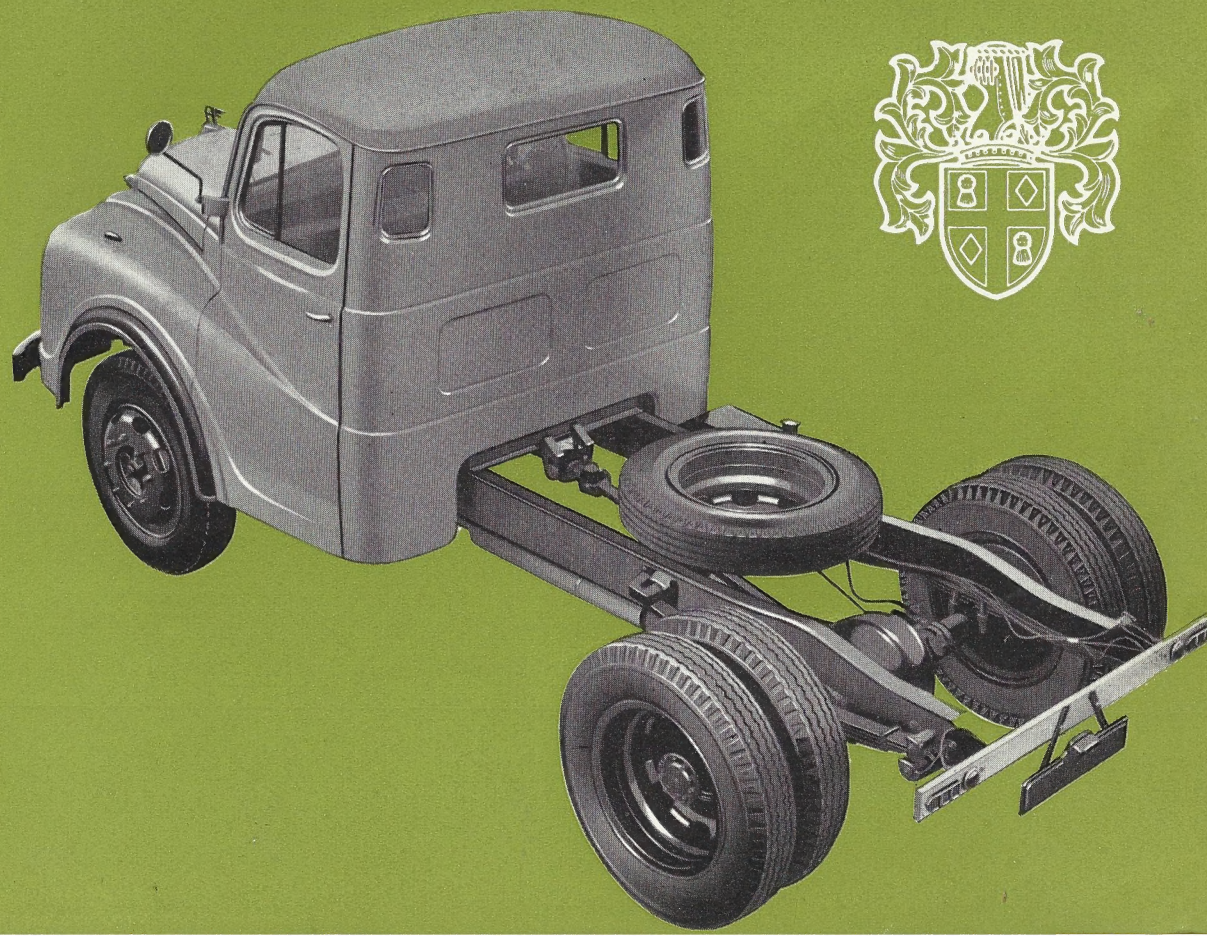
What better solution to your haulage problem than the Austin Normal Control Prime Mover?

Built to withstand vigorous service it is, like the forward control version, available with a choice of three tyre sizes, petrol or diesel power, and with a single or two-speed rear axle.

Its cab is also constructed from welded steel pressings and has toughened glass windows throughout. Comfortable seating and easy manoeuvrability ensures that even the longest journeys can be undertaken without fatigue.

With the alternative equipment available, your existing fleet of trailers can be modernised by using the most up-to-date of all prime movers.

These Austins are designed for the job — your job!



SPECIFICATION

These units are supplied with 7.00—20 ten-ply tyres and single speed axle for 12 tons (12192 Kg.) maximum gross train weight. For increased G.T.W. up to 15 tons (15240 Kg.) a two-speed axle and larger tyres suitable for prime mover and trailer must be used.

4 LITRE PETROL ENGINE: Six cylinders; push rod operated overhead valves; bore 87.3 mm. (3.4378 in.); stroke 111.1 mm. (4.375 in.); capacity 3,993 c.c. (2.436 cu. in.); compression ratio 6.4 to 1; maximum torque 203 lbs. ft. at 1,000 r.p.m.; b.h.p. 90 at 3,000 r.p.m. Cylinders: Special cast iron monobloc. Full length water jackets and water gallery. **Cylinder Head:** Detachable and carrying all valve and rocker gear. **Crankshaft:** Forged steel with balancing counterweights. Four bi metal shell bearings. **Connecting rods:** Forged steel with bi-metal big-end shell bearings. **Pistons:** Split skirt in aluminium alloy with aluminite finish; four piston rings, one plain parallel, two plain tapered, one slotted for oil control. **Camshaft:** Forged steel in four bi-metal bearings. Drive by duplex chain from crankshaft, with tensioner ring on camshaft gear. **Valves:** Heat and corrosion resisting steel exhaust; silicon chrome steel inlet. Valve stem oil seals. **Lubrication:** Pressure oil feed to main, big-end and camshaft bearings and other moving parts. A full-flow oil filter is fitted. Oil capacity approximately 16½ pints (9.23 litres) plus 2½ pints (1.56 litres) for full-flow filter. **Cooling:** Circulation by centrifugal pump with thermostat control. 4 to 7 lb. sq. in. pressurised radiator with relief valve. Cooling system capacity approximately 32 pints (18.18 litres). **Fuel System:** Fuel is fed to the Zenith downdraught carburettor by mechanical pump. An oil bath air cleaner is fitted. Fuel tank capacity 17 gallons (77 litres). **Ignition:** Coil and 12 volt battery. Automatic advance and retard assisted by built-in vacuum control. **Electrical:** 12-volt dynamo and heavy duty starter.

5.1 LITRE B.M.C. DIESEL ENGINE: Six cylinders; push rod operated overhead valves; bore 95 mm. (3.740 in.); stroke 120 mm. (4.725 in.); capacity 5,103 c.c. (311.4 cu. in.); compression ratio 16.5 to 1; maximum torque 232 lbs. ft. at 1,500 r.p.m.; b.h.p. 105 at 2,600 r.p.m. Cylinders: Cast iron alloy monobloc. Detachable flanged wet liners with rubber sealing rings at lower end. **Cylinder Head:** Detachable, in cast iron alloy, carrying valves and rocker gear. **Crankshaft:** Heavy section forging in special alloy steel, fully counter-balanced. Seven replaceable, steel-backed, copper-lead shell-type half bearings. **Connecting Rods:** Forged steel, 'H' section. Big-ends are fitted with replaceable steel-backed copper-lead shell-type half bearings. Small ends have high-duty bronze bushes. **Pistons:** Heat-treated aluminium alloy, solid skirt type. Three compression rings and two oil control rings fitted. Fully floating gudgeon pin. **Camshaft:** Forged steel with hardened cams mounted in seven plain bearings. Driven from crankshaft by triplex roller chain which also drives the injection pump. Jockey-type chain tensioner with pressure oil feed. **Valves:** Push-rod operated. Stellite stem ends. Inlet valves have masks to promote air swirl for efficient combustion. Double valve springs are fitted on all valves. **Lubrication:** Oil is fed under pressure through a renewable full-flow oil filter to all bearings and moving parts. A relief valve is fitted to the oil pump. Oil capacity approximately 20 pints (11.36 litres) plus 2½ pints (1.55 litres) in filter. **Injection Gear and Fuel Feed:** The injection pump incorporates a pneumatic governor to limit engine to 2,400 r.p.m. A hand operated excess fuel device is fitted to assist cold starting. A mechanical transfer pump, driven from the camshaft, feeds fuel to the injection pump by way of a renewable cartridge-type filter. The injection nozzles are of the 4-hole spray type and the leak-off is returned to the fuel tank. **Cooling System:** Circulation by centrifugal pump with thermostat control. Capacity 40 pints (22.7 litres). **Air and Exhaust Manifolds:** The aluminium alloy air manifold carries the venturi unit, with butterfly spindle for throttle control connections. The exhaust manifold is cast iron. **Electrical:** 12-volt Dynamo and axial type heavy duty Starter.

Clutch: Single dry plate 11 in. (0.279 m.) diameter for petrol engine; 12 in. (0.305 m.) for diesel engine. **Gearbox:** Four forward speeds and reverse. Large diameter constant mesh gears (except first and reverse). Special alloy steel shafts. Layshaft mounted on ball bearings. Gear Ratios: 1.00, 1.746, 3.473 and 6.061 to 1, with 6.051 to 1 reverse. Oil capacity 8 pints (4.54 litres). **Propeller Shaft:** Open two-piece tubular balanced propeller shaft with needle roller bearing universal joints for normal control; single shaft for forward control. **Rear Axle:** Fully floating with straddle mounted spiral bevel pinion. Driving shafts and differential assembly can be dismantled without jacking. Ratio: 7.2 to 1 for 12 tons (12192 kgs.) gross train weight. Oil capacity 8 pints (4.54 litres). Alternative 2-speed axle for 15 tons (15240 kgs.) gross train weight available at extra cost. **Front Axle:** Toughened steel drop-forging of I section changing to rectangular section from spring pads to steering swivels. Hubs mounted on taper roller bearings. **Steering:** Cam gear high efficiency type with ratio of 20:1, and 20 in. (0.508 m.) steering wheel. **Brakes:** Hydraulic internal expanding two-leading-shoe type, of 16 in. (0.4 m.) diameter. Handbrake mechanically connected to rear wheels only. All brakes fully compensated and independently adjustable. Total frictional area 369 sq. in. (2,381 sq. cm.). A vacuum reaction valve is provided for coupling to trailer brakes. **Frame:** Steel channel, tapered front and rear. Three robust cross-members, additional cab mounting cross-member for normal control. A member anchors the rear springs at their front ends; rear of frame left open to be braced by member designed to suit the particular trailer gear. Frame side member maximum depth 7½ in. (0.19 m.). **Suspension:** Long semi-elliptic springs front and rear. Front springs: width 2½ in. (57 mm.), eye centres 40 in. (1,016 mm.), 11 leaves. Rear springs: width 2½ in. (64 mm.), eye centres 45 in. (1,143 mm.), 7 leaves, designed to give minimum variation in height when trailer is coupled. **Wheels and Tyres:** Steel disc wheels 8 stud fixing, single at front, with step rings on forward controls, and twin at rear, 5.00×20 rims fitted with 7.00—20 ten ply tyres. 7.50—20 ten ply tyres or 8.25—20 twelve ply tyres on

same rims can be supplied at extra cost. 'Highway' tyres are fitted for home and Export markets. Spare wheel supplied loose for mounting to suit coupling gear. **IMPORTANT NOTE:** Maximum rear axle load is 6½ tons, but in order to operate with this loading, suitable tyre equipment must be used. Chassis frame height is affected when fitted with 8.25—20 tyres. The height of the trailer coupling gear should therefore be checked with the manufacturers.

Electrical: 12-volt lighting and starting; double dip headlamps; separate side-lamps, two stop-tail lamps, number plate lamp; panel lamp with switch; dip switch and horn push; single horn; cab interior light with switch, 64 amp. hr. capacity battery for petrol engine, 121 amp. hr. capacity for diesel engine.

Instruments: Speedometer; oil pressure gauge; fuel gauge; warning lamps to indicate headlamp main beam and no dynamo charge; vacuum gauge. Ammeter on Forward Control model only.

ROAD SPEEDS IN M.P.H. AT 1,000 R.P.M.

7.00—20 Tyres: 7.2 axle ratio—Top 14.1; Third 8.1; Second 4.06; First 2.33.
7.50—20 Tyres: 7.2 axle ratio—Top 14.6; Third 8.36; Second 4.21; First 2.41.
8.25—20 Tyres: 7.2 axle ratio—Top 15.0; Third 8.6; Second 4.32; First 2.48.

VEHICLE WEIGHTS *Estimated weights only.	Normal on Rear Axle† with 7.00—20 ten-ply tyres		Max. G.T.W.		Chassis/Cab (for licensing on 7.00—20 ten-ply tyres, less coupling gear.)			
					tons	cwt.	qr.	
NORMAL CONTROL								
Standard axle, petrol engine	4/5 tons	4064 kg.	12 tons	12192 kg.	2	1	2	2108 kg.*
Standard axle, diesel engine	4/5 tons	4064 kg.	12 tons	12192 kg.	2	5	3	2332 kg.*
Two-speed axle, petrol engine	4/5 tons	4064 kg.	15 tons	15240 kg.	2	2	0	2134 kg.*
Two-speed axle, diesel engine	4/5 tons	4064 kg.	15 tons	15240 kg.	2	6	1	2358 kg.
FORWARD CONTROL								
Standard axle, petrol engine	4/5 tons	4064 kg.	12 tons	12192 kg.	2	0	2	2058 kg.*
Standard axle, diesel engine	4/5 tons	4064 kg.	12 tons	12192 kg.	2	5	0	2286 kg.
Two-speed axle, petrol engine	4/5 tons	4064 kg.	15 tons	15240 kg.	2	1	0	2083 kg.*
Two-speed axle, diesel engine	4/5 tons	4064 kg.	15 tons	15240 kg.	2	5	2	2312 kg.

†Trailer makers should be consulted as to the desirable ratio between towing and trailing axle loads.

NORMAL CONTROL CAB. All-steel construction; toughened plate glass for Vee windscreen, both panels of which may be opened; toughened sheet glass for all windows; built-in concealed mounting steps and lower door hinges; sound-insulated doors fitted with locks; divided door windows with hinged ventilating panels; full dust and draught-proofing; adjustable driving seat, and passenger seat with sponge rubber seats and squabs trimmed in leather-cloth; full length parcel shelf and moulding incorporating panel for ignition and panel light switches; twin rear view mirrors; rear corner windows. One windscreen wiper fitted for driver.

FORWARD CONTROL CAB. All steel construction with toughened glass windscreen and swivelling ventilating louvres. Balanced type toughened glass door windows. Forward hinged doors with push-button exterior handles. Full dust and draught-proofing. Driving seat adjustable vertically and horizontally. Latex foam rubber seats covered in vinyl treated fabric. Quickly detachable engine cover. Twin self-parking wipers fitted as standard.

OPTIONAL EQUIPMENT: Radio, front shock absorbers, two speed axle, radiator thermometer, mechanical tyre pump. 7.50—20 ten ply tyres; 8.25—20 twelve-ply tyres on three-piece wheels. **Normal Control:** Special insulation for roof and back panel, sliding rear windows. Fresh air can be induced into the cab by (a) a manually controlled unit (b) an electrical cold fresh air blower unit with demisters (c) heater and demisters unit which includes provision for forced cold fresh air supply. Any one of these variations can be supplied as an extra in single or dual form. A windscreen wiper is available for passenger at extra cost. **Forward Control:** Electrical cold fresh air blower unit with demisters, or heater and demisters unit which includes provision for forced cold fresh air supply, either version is available in single or dual form.

ACCESSORIES. Bumper and front number plate. Starting handle and wheelbrace, oil gun, jack and handle.

AVAILABILITY. Normal or forward control; petrol or diesel engine; right- or left-hand steering; chassis and cab; C.K.D. when required, for export.

LEADING DIMENSIONS	NORMAL CONTROL			FORWARD CONTROL		
	ft.	ins.	Metric	ft.	ins.	Metric
Wheelbase	9	8½	2.959 m.	7	1	2.159 m.
Track, front	5	6½	1.682 m.	5	7	1.701 m.
Track, rear—single speed axle	5	6½	1.694 m.	5	6½	1.694 m.
Overall height	7	0	2.134 m.	7	7½	2.330 m.
Length overall, without trailer attachments	15	10½	4.832 m.	13	4½	4.084 m.
Width overall	7	0	2.133 m.	7	5	2.261 m.
Width of chassis frame	2	10½	0.879 m.	2	10½	0.879 m.
Turning Circle	37	0	11.278 m.	31	0	9.449 m.
Height, frame to ground (7.00—20 tyres)	2	3½	0.694 m.	2	3½	0.694 m.
Ground clearance	9½	0	0.235 m.	9½	0	0.235 m.
Back of Cab to Centre of Rear Hub	5	0½	1.537 m.	5	5	1.651 m.
Back of Cab to End of Frame	7	5½	2.279 m.	7	10½	2.393 m.

The goods manufactured by the Austin Motor Company Limited are supplied with an express Warranty, which excludes all warranties, conditions and liabilities whatsoever implied by Common Law, Statute or otherwise. **PRICES.**—The Company reserves the right to vary the list prices at any time. **SPECIFICATION.**—The Company reserves the right on the sale of any vehicle to make before delivery without notice any alteration to or departure from the specification, design or equipment detailed in this publication. Under present supply difficulties such alterations are likely to occur at any time.

THE AUSTIN MOTOR COMPANY LIMITED
LONGBRIDGE · · · BIRMINGHAM



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